



Department of  
Transport

# Western Australian Bicycle Network Plan

## Annual Progress Report 2018-19





Providing a link between Graham Farmer Freeway and Leach Highway, the Surrey Road Safe Active Street was completed in early 2019. The Great Eastern Highway underpass, pictured on the cover, was the most significant infrastructure upgrade of the whole project.

Inside the underpass is a contemporary mural entitled *Aquavale* by artist Michael Barker.



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# INTRODUCTION

The Western Australian Bicycle Network (WABN) Plan 2014-2031 was released in May 2014 providing a blueprint to make Western Australia (WA) a place where cycling is safe, connected, convenient and a widely accepted form of transport. An updated version of the WABN Plan was released in May 2017 to incorporate significant developments such as the establishment of the Safe Active Streets Program, the Long-Term Cycle Network for Perth and Peel as well as smaller changes within some of the existing programs.

Monitoring and reviewing the WABN Plan is an important function that ensures it keeps pace with changes in travel and recreational patterns, urban planning and development, and funding options.

This annual progress report meets the Department of Transport's (DoT) obligations to measure the achievements of the initiatives in the WABN Plan for the 2018-19 financial year.

This document is divided into three sections:

PART A – Project highlights from 2018-19

PART B – Progress towards the WABN Plan initiatives

PART C – Counting and monitoring data

## The WABN Plan initiatives:

- Long-Term Cycle Network for Perth and Peel
- Regional 2050 Cycling Strategies
- Expansion of the Principal Shared Path (PSP) Network
- Perth Bicycle Network (PBN) Grants Program
- Regional Bicycle Network (RBN) Grants Program
- Safe Active Streets Program
- Perth Central Area Cycling Projects
- Connecting Schools
- Connecting Stations
- Cycle Counting and Monitoring
- Journey Planner and Hazard Reporting Tool
- End-of-Trip (EOT) Facilities



# PART A

## PROJECT HIGHLIGHTS FROM 2018-19

### REGIONAL 2050 CYCLING STRATEGIES

In 2018-19, the first four Regional 2050 Cycling Strategies were released for Geraldton and the Bunbury-Wellington, Leeuwin-Naturaliste and Warren-Blackwood sub regions of the South West. DoT worked in partnership with all 13 impacted local governments, the Mid West Development Commission and South West Development Commission to develop the strategies. A first for WA, the strategies provide a clear and agreed vision for cycling infrastructure development across regional WA which will benefit local communities and visitors to the regions.

**In 2018-19, the first four strategies were released; the Geraldton, Bunbury-Wellington, Leeuwin-Naturaliste and Warren-Blackwood 2050 Cycling Strategies. The strategies have been endorsed unanimously by all 13 local governments involved.**

In 2018-19, DoT also commenced work on regional strategies for Esperance, Pilbara and the Wheatbelt. By 2021, all regional centres across WA will have a 2050 Cycling Strategy to guide investment into cycling infrastructure, including through the Regional Bike Network (RBN) Grants Program.

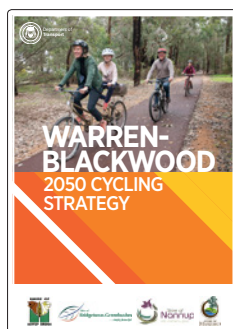
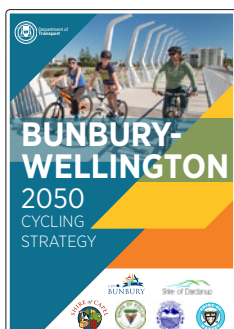
Following the development of the first four regional strategies there has been a noticeable increase in the number of RBN applications received from the local governments involved that align with the intent of the strategies.

### Highlight: Connecting Bunbury to Australind, Eaton and beyond

A key driver of the Regional 2050 Cycling Strategies is to prioritise the delivery of strategic cycling projects, particularly those which stretch across multiple local government boundaries, benefit local communities and/or promote regional cycle tourism opportunities.

In 2018-19, RBN grant funding was awarded to the Shire of Harvey and the City of Bunbury to deliver sections of path along the popular 12 kilometre cycle route between Australind and Bunbury. This included a stretch of separated cycleway along Estuary Drive in the City of Bunbury – long awaited by the local cycling community – as well as a connection along the Leschenault foreshore in the Shire of Harvey.

Supported by the Bunbury-Wellington 2050 Cycling Strategy, other projects are underway and planned to further enhance this connection, including upgrades to the remainder of Estuary Drive and a connection along the southern Collier River foreshore to significantly improve access for Eaton residents in the Shire of Dardanup. These projects also form part of broader vision to eventually connect Bunbury all the way to Mandurah.



Regional 2050 Cycling Strategies, from left to right: Geraldton, Bunbury-Wellington, Leeuwin-Naturaliste and Warren-Blackwood.





Above: Executive staff from across the Transport Portfolio, including Director General Richard Sellers, enjoyed a ride between Bunbury and Australind to learn about multiple cycling projects being delivered along the 12 kilometre route, including upgrades to Estuary Drive (left).



## PRINCIPAL SHARED PATH NETWORK

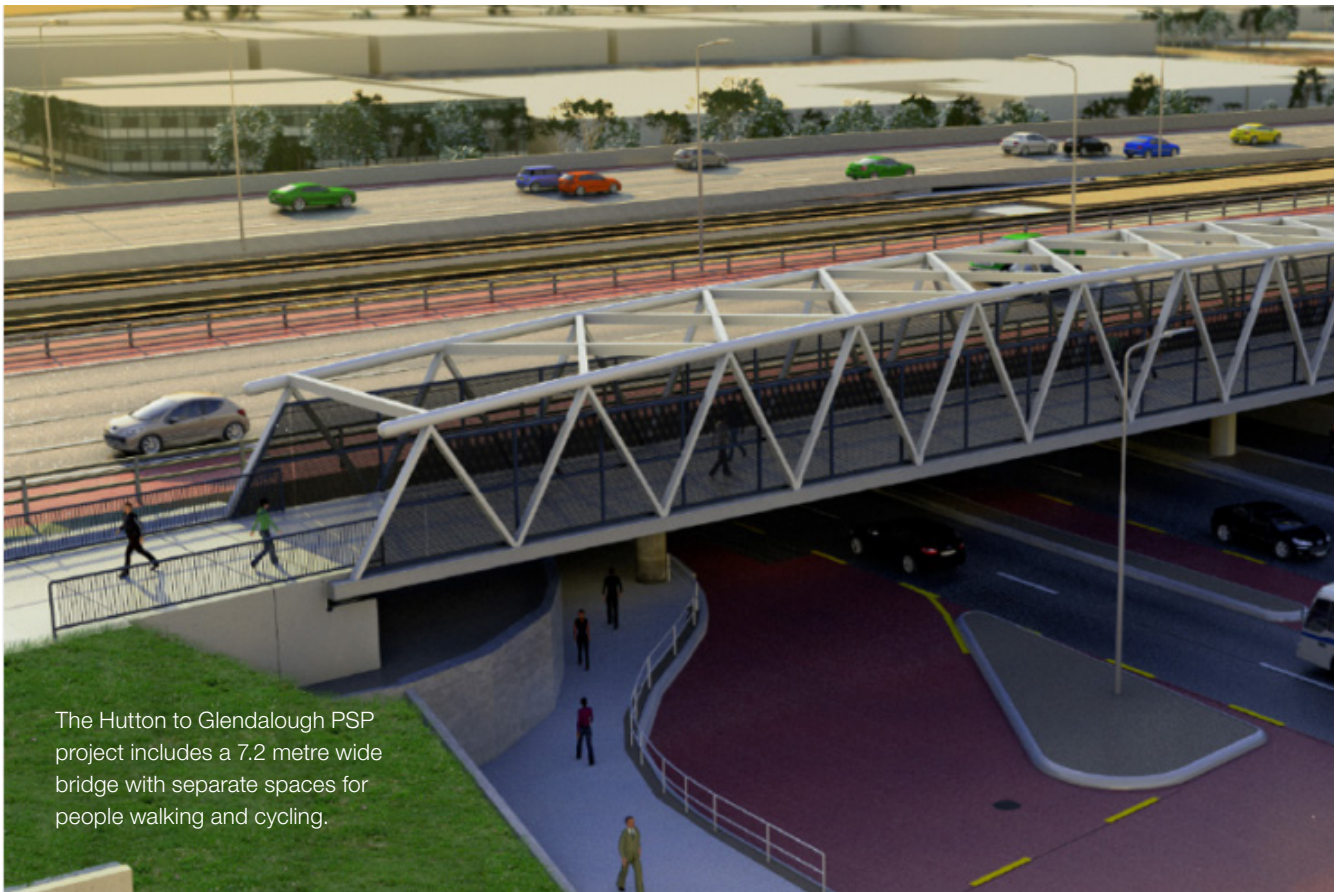
### PSP Expansion: Construction starts on missing links

In late 2018-19, the WA Government announced a continued commitment to cycling in WA with \$146 million allocated to expanding the cycle network over the next four years. This included funding towards current projects that are closing gaps on the Fremantle Railway and Mitchell Freeway Principal Shared Paths (PSPs).

With an allocation of \$19 million, the 2.1 kilometre link between Glendalough Station and Hutton Street along the Mitchell Freeway PSP represents the largest single investment in the State's PSP network, greatly improving safety and supporting people walking and cycling.

In October 2018 construction commenced on the Glendalough Station to Hutton Street section of PSP alongside the Mitchell Freeway. Previously consisting of adhoc and low quality path infrastructure, this section of the PSP network has generated the most complaints and safety concerns over the years. The priority project significantly improves safety and access for a high population catchment and, given its proximity to the Perth CBD, is likely to become one of the more popular sections on the PSP network when complete.

The project includes construction of a 7.2 metre wide pedestrian and cycling bridge over Scarborough Beach Road and two underpasses at the Hutton Street on and off ramps. These enhancements will result in significant travel time and safety improvements for people walking and riding.



The Hutton to Glendalough PSP project includes a 7.2 metre wide bridge with separate spaces for people walking and cycling.



## Update: Fremantle Railway PSP

In January 2019 construction started on the highly anticipated extension of the PSP along the Fremantle railway line from Grant Street to Victoria Street Station. This 2.8 kilometre section of PSP will eventually form part of a completely off-road, continuous connection from the Perth CBD to Fremantle, catering to people of all ages and cycling abilities that live locally, as well as the wider Perth community and visitors to the area.

Upon completion, this section will also feature a bicycle counter, lighting and landscaping to complement the four metre wide path, which will provide ample space for all path users to enjoy a safe and comfortable journey.



The new section of Fremantle PSP easily allows people to ride two abreast.



## WA BICYCLE NETWORK GRANTS PROGRAM

In 2018-19, the amount of funding available for local government projects through the Perth Bicycle Network (PBN) and Regional Bicycle Network (RBN) grant programs increased from \$3 million to \$4 million. This funding pool is evenly split across metropolitan and regional WA.

Projects range from feasibility and concept design through to detailed design and construction. In 2018-19, 19 kilometres of cycle infrastructure and 13 design only projects were funded through the WABN Grants Program.

### PBN Grants Program

#### Highlight: Gnangara Road Shared Path – City of Swan

This key project involved construction of a 1.9 kilometre long, 2.5 metre wide red asphalt shared path along Gnangara Road from Henley Brook Avenue to West Swan Road.

The path greatly improves access from Ellenbrook to the Swan Valley, Guildford and public transport connections, improving safety for cycle commuters, recreational riders and for people visiting the Swan Valley by bike. People can now ride along the Midland Railway PSP and then connect at Guildford Station to the recently built shared path on West Swan Road, which was funded by the PBN program in 2015-16 and 2017-18, that takes them all the way to Gnangara Road shared path.



Enjoying the Gnangara Road Shared Path that completes a missing link connecting the Swan Valley to Ellenbrook.



## RBN Grants Program

### Highlight: Kalbarri Foreshore Pathway – Shire of Northampton

The Shire of Northampton's Kalbarri Foreshore Bicycle and Pedestrian Pathway project is a 1.6 kilometre long, 3 metre wide red asphalt shared path that stretches along the foreshore parkland area. The foreshore area is popular with locals and visitors, connecting people to shops, small businesses and schools as well as recreation spaces including playgrounds and of course, the beautiful coastline.

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The constructed pathway provides a safe route to the local school from all access paths and road ways onto Grey Street which is the main route to the school.”

– Shire of Northampton CEO Garry Keeffe.

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Given the benefit to Kalbarri District High School, the Shire invited local students to ride the route in November 2018 to celebrate and activate the new piece of infrastructure. Previously students had to ride on a narrow pathway along Grey Street, often busy with people walking, or alternatively on the road alongside vehicle traffic.



Students from Kalbarri District High School have embraced the new path along the foreshore.

## SAFE ACTIVE STREETS PROGRAM

The Safe Active Streets Program continued to gain momentum in 2018-19, with several new projects commencing feasibility and design.

### Highlight: Surrey Road Safe Active Street - City of Belmont

Construction of the Belmont Safe Active Street along Surrey Road was completed in May 2019.

WA's newest safe active street completes a 4.4 kilometre missing link between the Graham Farmer Freeway and Leach Highway PSPs. Starting at the Great Eastern Highway pedestrian underpass, the route follows Surrey Road through to Cohn Street before connecting to a new shared path alongside Tomato Lake to President Street and onto Jeffrey Street to the Leach Highway PSP.

Key elements of Surrey Road Safe Active Street include:

- significant upgrade to the Great Eastern Highway underpass (retaining wall works, wider paths, additional stairs, improved lighting, landscaping and a colourful mural);
- large blue Safe Active Street pavement markings and 30 km/h signage to indicate a changed road environment and encourage drivers to slow down;
- modified intersections to help slow vehicles and improve crossing facilities for people riding and walking;
- 21 slow points with bicycle bypass facilities; and
- two new bike repair stations.

The total project cost was \$2.5 million, funded through the Safe Active Streets Program and constructed by the City of Belmont.



Children riding to school on the Surrey Road Safe Active Street.





Bike riders using the Surrey Road Safe Active Street.



# PART B

## PROGRESS TOWARDS THE WABN PLAN INITIATIVES

### 1. Long-Term Cycle Network for Perth and Peel

### 2. Regional 2050 Cycling Strategies

WA has all the right ingredients to be a great place for cycling, including warm weather and outstanding natural beauty. Many areas in metropolitan Perth and in regional towns and centres across the State already have a growing cycling network. However, as with many places across Australia, there is significant scope to develop a fully integrated cycle network, with safe and protected infrastructure that is suitable for people of all ages and cycling abilities.

In 2018-19, work commenced on the Long-Term Cycle Network for Perth and Peel. Working with 33 local governments across the Perth and Peel regions, this project seeks to identify an aspirational cycle network for the metropolitan area, connecting schools, transport hubs, employment centres, recreation spaces and other destinations across local government boundaries.

The consultation between State and local government will take approximately two years to complete with an agreed network for Perth and Peel to be produced by 2020. In 2018-19, the 17 local governments south of the Swan River reviewed and provided input into the Long-Term Cycling Network.

In regional WA, a similar process began in 2017-18 with the commencement of Regional 2050 Cycling Strategies in the South West (split across the Bunbury-Wellington, Leeuwin-Naturaliste and Warren-Blackwood sub regions) and Geraldton.

In 2018-19, these four initial strategies were completed, whilst work also commenced with the Shire of Esperance and local governments in the Wheatbelt and Pilbara regions to develop their long-term visions.

The regional strategies recognise the growing demand for high quality cycling infrastructure in WA's regional centres. Much like Perth, regional communities increasingly expect a high level of bicycle connectivity between the places where people live, work and play. Cycle tourism, in its various forms, is also becoming more popular and there is significant potential in regional WA to capitalise on this growing industry.

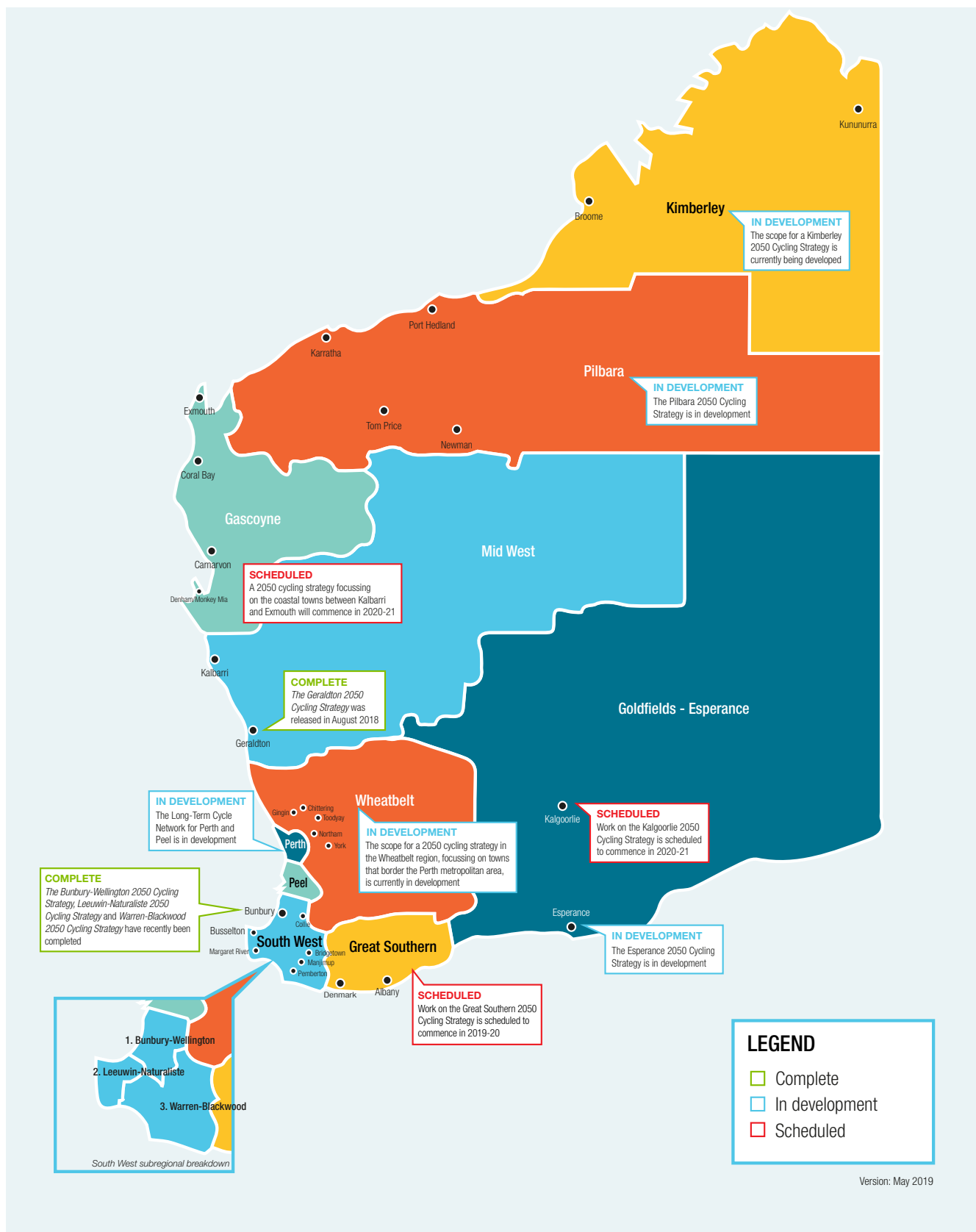
**Together, the Long-Term Cycle Network for Perth and Peel and the Regional 2050 Cycling Strategies will identify an aspirational cycle network across WA, agreed by State and local levels of government.**

From 2021 onwards, the Long-Term Cycle Network for Perth and Peel and Regional 2050 Cycling Strategies will guide funding eligibility through DoT's WABN Grants Program for those local governments involved.

"This project will result in a blueprint to ensure State and local governments work together towards the delivery of an integrated network that will provide further opportunities for those who want to ride for leisure or as part of their daily commute," explained Thornlie MLA and cycling ambassador Chris Tallentire.

"Meanwhile, in the regions there will be a focus on supporting the growth plans of cities and towns, linking them together and with key tourism attractions such as trails and landmarks."





Development of a long-term cycle network for WA

### 3. Expansion of the PSP Network

The Transport Portfolio is committed to providing a widespread, connected and well-maintained PSP network, with \$64 million currently allocated to the PSP Expansion Program through to 2022-23. This program focuses on filling gaps and extending the current PSP network within a 15 kilometre radius of the Perth CBD by 2023.

During 2018-19, several key milestones were reached within this program, including:

- construction of the Fremantle Railway PSP between Grant Street and Victoria Street Station;
- construction commenced on the Mitchell Freeway PSP between Glendalough Station and Hutton Street;
- detailed design commenced for the second stage of the Fremantle Railway PSP project from Victoria Street to North Fremantle Station; and
- Commonwealth funding was committed to replace the old Fremantle Traffic Bridge with a new Swan River Crossing that will include improved cycling and pedestrian facilities.

In late 2018-19, a further \$55 million was also committed to ensure cycle paths are delivered as part of new major road projects, such as NorthLink WA and ongoing upgrades to the Roe and Tonkin Highways.

In 2018-19, significant progress was made on the NorthLink PSP, with the second stage through to Ellenbrook scheduled to open in August 2019. Construction also commenced on other major projects with PSP components including Armadale Road (between Tapper and Anstey Roads), Reid Highway (between Altone and West Swan Roads) and Roe Highway (between Kalamunda and Berkshire Roads).

Through the PBN (see Section 4) and Local Projects Local Jobs grant programs, a number of projects have also been progressed along the Armadale railway line to provide PSP-equivalent infrastructure.

In 2018-19, this has included:

- construction of the Goodwood Parade shared path, connecting the Graham Farmer Freeway PSP to Rutland Avenue in the Town of Victoria Park;
- construction of a PSP-equivalent path between Oats Street and Welshpool Road in the Town of Victoria Park; and
- commencement of construction of a PSP-equivalent path between Lacey Street and William Street in the City of Gosnells.



The Kwinana Freeway PSP connects the Murdoch activity centre to the city





Users set out from Grant Street Station on the newly constructed section of the Fremantle Railway PSP.

## 4. Perth Bicycle Network Grants Program

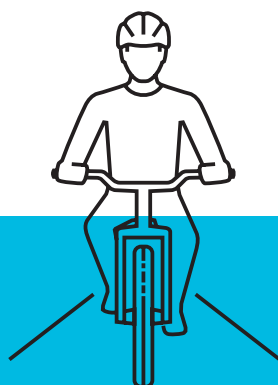
In 2018-19 more than \$6 million was awarded to metropolitan and regional local governments as part of the PBN and RBN grant programs. There was \$4 million available in 2018-19, however funding is regularly committed across two financial years to ensure strategic projects can be adequately planned, designed and constructed.

The PBN and RBN grant programs support local governments across Perth and regional WA to plan, design, build and activate local cycling infrastructure. Funding is split evenly between PBN and RBN and provided to local governments on a matched (50-50) basis.

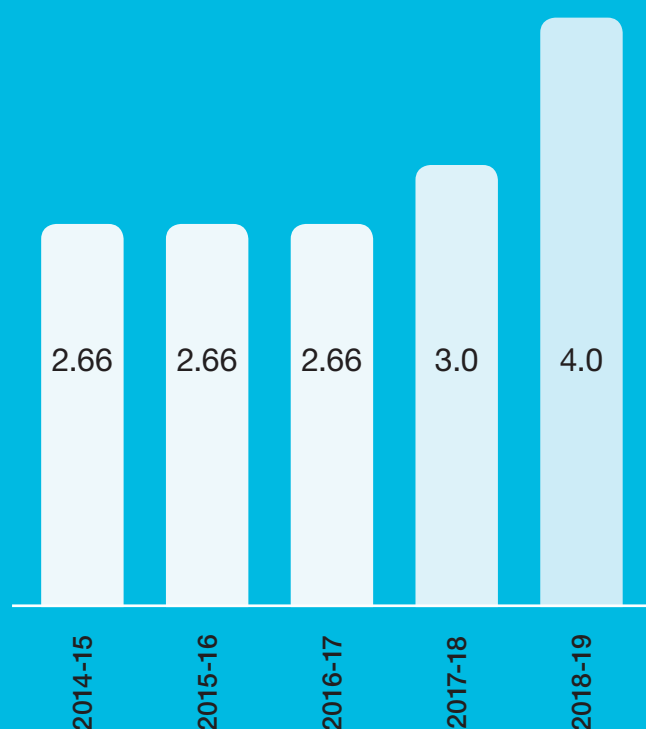
At the start of 2018-19, funding was offered to 34 different local governments for 39 different cycling projects, as depicted in the adjacent map.

By the end of 2018-19, 38 projects received funding. This included 24 construction projects, resulting in 19 kilometres of cycling infrastructure, and 14 design-only projects, many of which will proceed to construction in 2019-20.

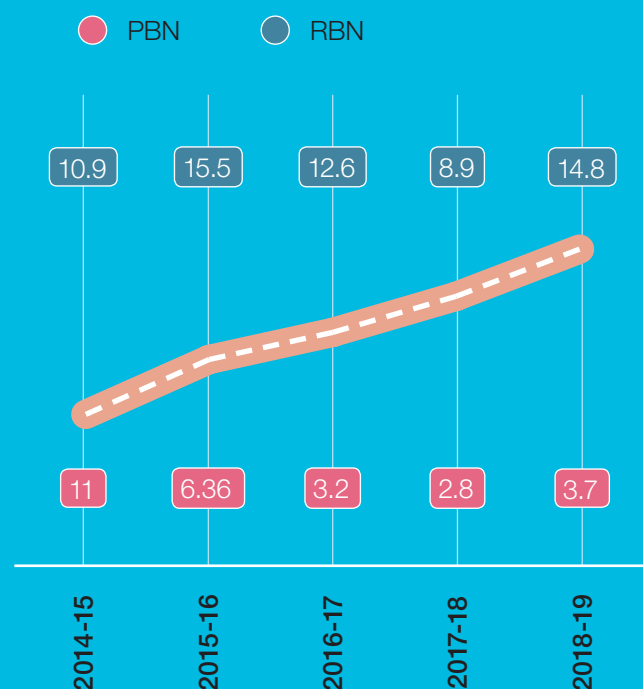
Through the PBN and RBN programs, a range of activation initiatives are also supported to ensure more people know about and use the infrastructure being delivered.



**Budget commitment by year**  
(\$ million)



**Paths installed by year**  
(kms)

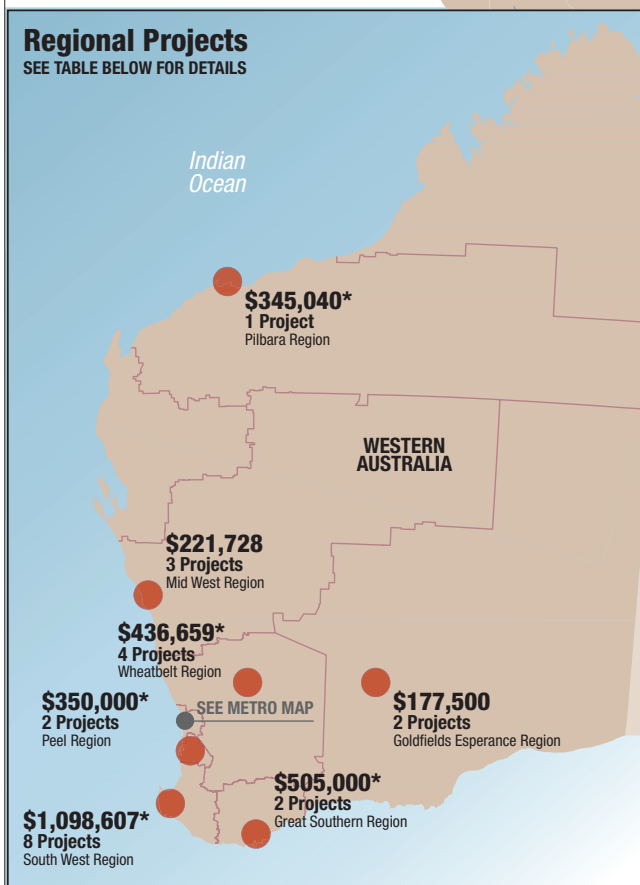




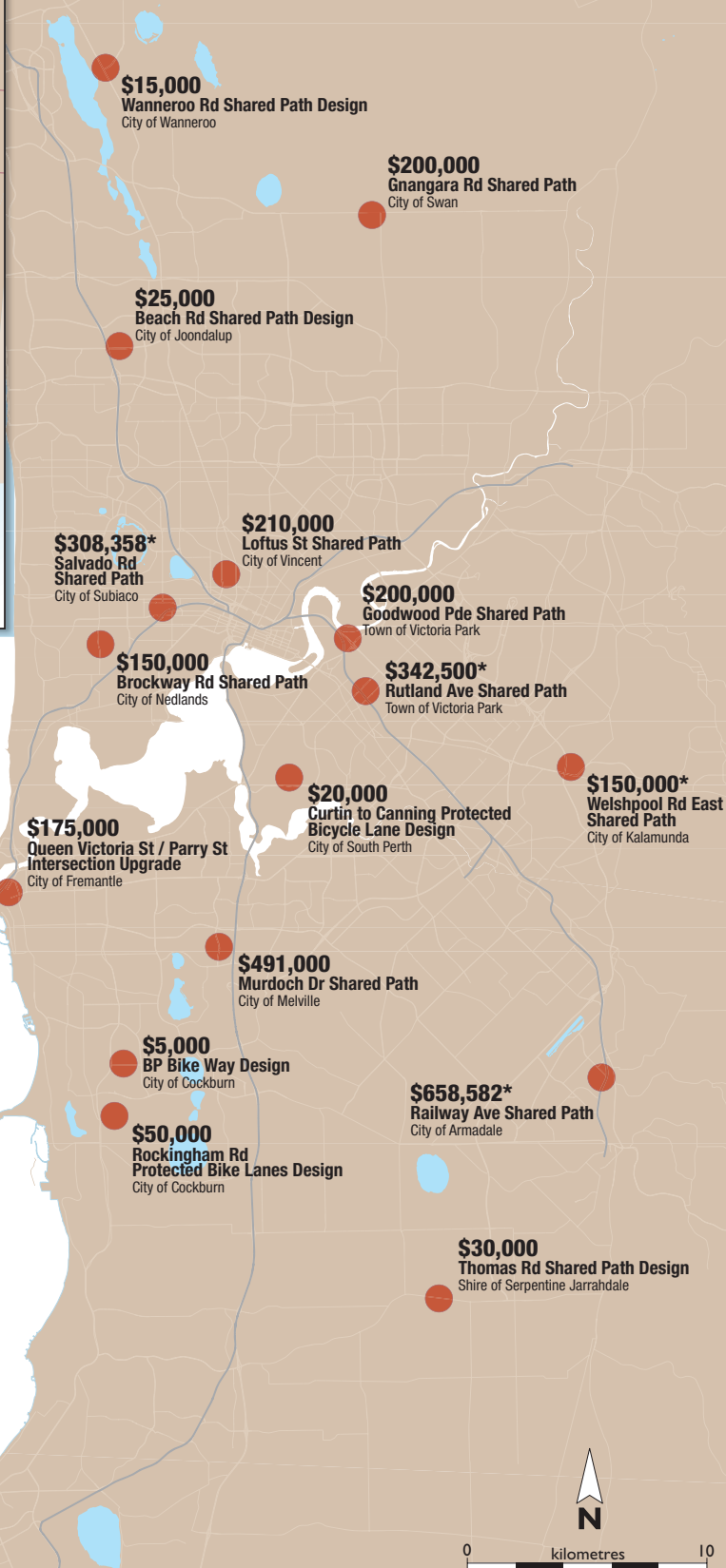
\* Some totals includes 2019-20 committed funding.  
Project locations are diagrammatic only.

## Regional Projects

SEE TABLE BELOW FOR DETAILS



Goldfields Esperance		
\$112,500	Fisheries Rd – Bandy Creek Rd Link	Shire of Esperance
\$65,000	Forrest St Connection	City of Kalgoorlie-Boulder
Great Southern		
\$295,000	Mt Elphinstone Shared Path	City of Albany
\$210,000*	Central Area Cycle Links	City of Albany
Mid West		
\$20,000	Chapman Rd Cycle Concept	City of Greater Geraldton
\$171,728	Kalbarri Foreshore Pathway	Shire of Northampton
\$30,000	Millard Dr to Slaughter St Shared Path	Shire of Three Springs
Peel		
\$125,000	Sutton St to Murray Bend Shared Path	Shire of Murray
\$225,000*	Pinjarra Rd Staged Link to Freeway	Shire of Murray
Pilbara		
\$345,040*	Millstream Rd Shared Path (Stage 2)	City of Karratha
South West		
\$45,000	Margaret River Education Campus Shared Path	Shire of Augusta Margaret River
\$85,000	Estuary Dr Shared Path	City of Bunbury
\$275,000	Dunsborough to Cape Naturaliste Shared Path	City of Busselton
\$63,607	Bussell Hwy Shared Path	Shire of Capel
\$225,000*	Collie River Shared Path	Shire of Collie
\$12,500	Meldene Estate Pathway Link	Shire of Donnybrook-Balingup
\$225,000*	Weir Rd Shared Path Project	Shire of Harvey
\$90,000*	Latham Ave Shared Path	Shire of Manjimup
\$77,500*	Club Rd / Pumphill Rd Shared Path	Shire of Manjimup
Wheatbelt		
\$190,302*	Mucchea Residential Connection	Shire of Chittering
\$32,045*	Corrigin Town Site East-West Link	Shire of Corrigin
\$150,000	Jurien Bay School Connection	Shire of Dandaragan
\$64,312	Bike Plan Shared Paths	Shire of Wongan Ballidu



## 2018-19 PBN grant recipients

In 2018-19, 14 metropolitan local governments were awarded a share of \$3.03 million for 16 projects to be delivered over two years (2018-19 and 2019-20), with \$2.07 million allocated from the 2018-19 budget.

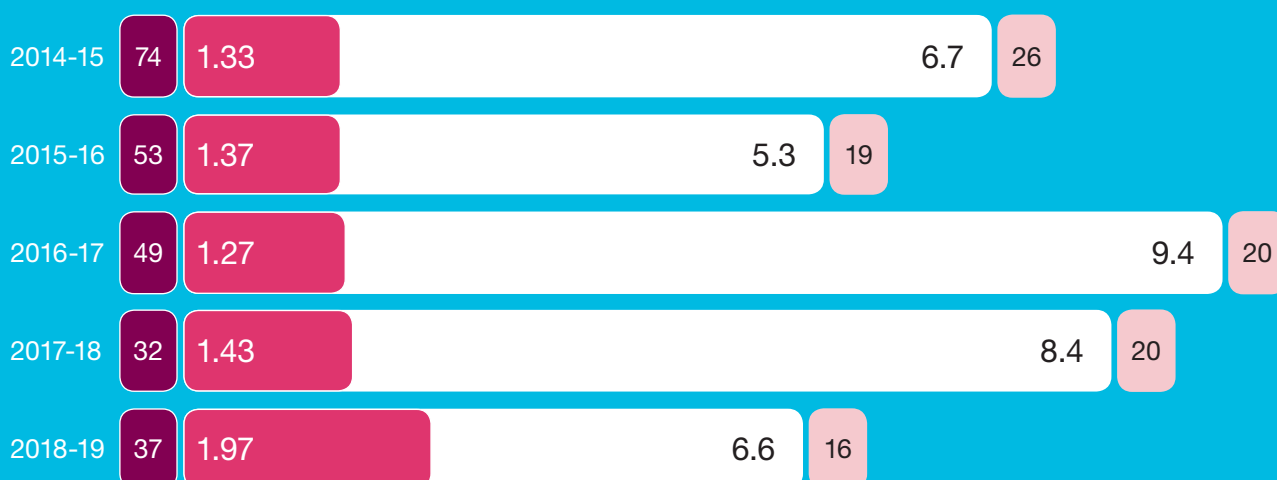
In 2018-19, construction of 3.7km of cycling infrastructure was completed, 7 design projects were undertaken, and network planning occurred across the Perth and Peel region.



## Murdoch Drive Shared Path built in 2018-19

The City of Melville received \$491,000 in 2019-19 to complete the Murdoch Drive Shared Path between Leach Highway and South Street. The path runs alongside Piney Lakes Reserve and will result in minimal crossovers, with only one intersection crossing, providing a pleasant and seamless ride. This project was identified as a priority in the Melville Bike Plan as it connects the Murdoch Activity Centre (which is home to Fiona Stanley Hospital, St. John of God Hospital, South Metropolitan TAFE and Murdoch University) with Garden City. The path also provides a safe and active way for students to get to Yidarra Catholic Primary School and Corpus Christi College.

## PBN Applications received and awarded



● # Applications received      ● Amount requested \$M  
● Amount awarded \$M      ● # Projects awarded





The Murdoch Drive Shared Path provides a scenic ride alongside Piney Lakes Reserve.

## 5. Regional Bicycle Network Grants Program

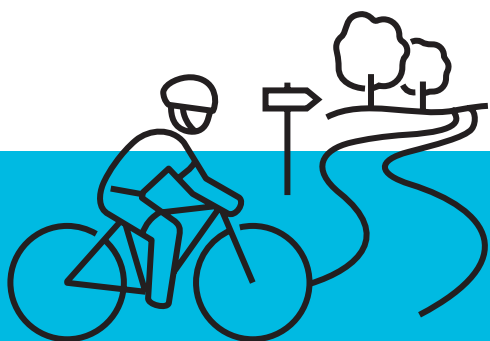
### 2018-19 RBN Grant Recipients

In 2018-19, 20 regional local governments were awarded a share of \$3.13 million for 23 projects to be delivered over two years (2018-19 and 2019-20), with \$2.17 million allocated from the 2018-19 budget.

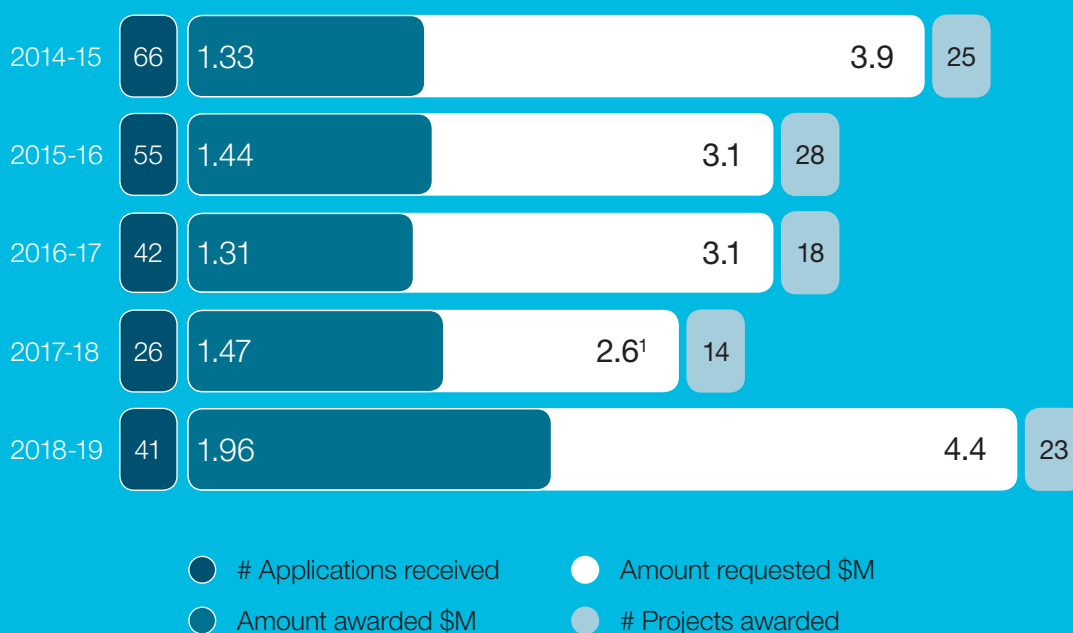
In 2018-19, construction of 14.8km of cycling infrastructure was completed, 7 design projects were undertaken, and network planning occurred across the regions.

### Cape Naturaliste Road Shared Path

On National Walk Safely to School Day, Busselton mayor Grant Henley joined students from Our Lady of the Cape Primary School to open the Cape Naturalise Road Shared Path that stretches 2.5 kilometres from the Dunsborough Town Centre to the school. This path provides a much-needed connection for those living in Dunsborough's northern suburbs wanting to access the township by foot or bike.

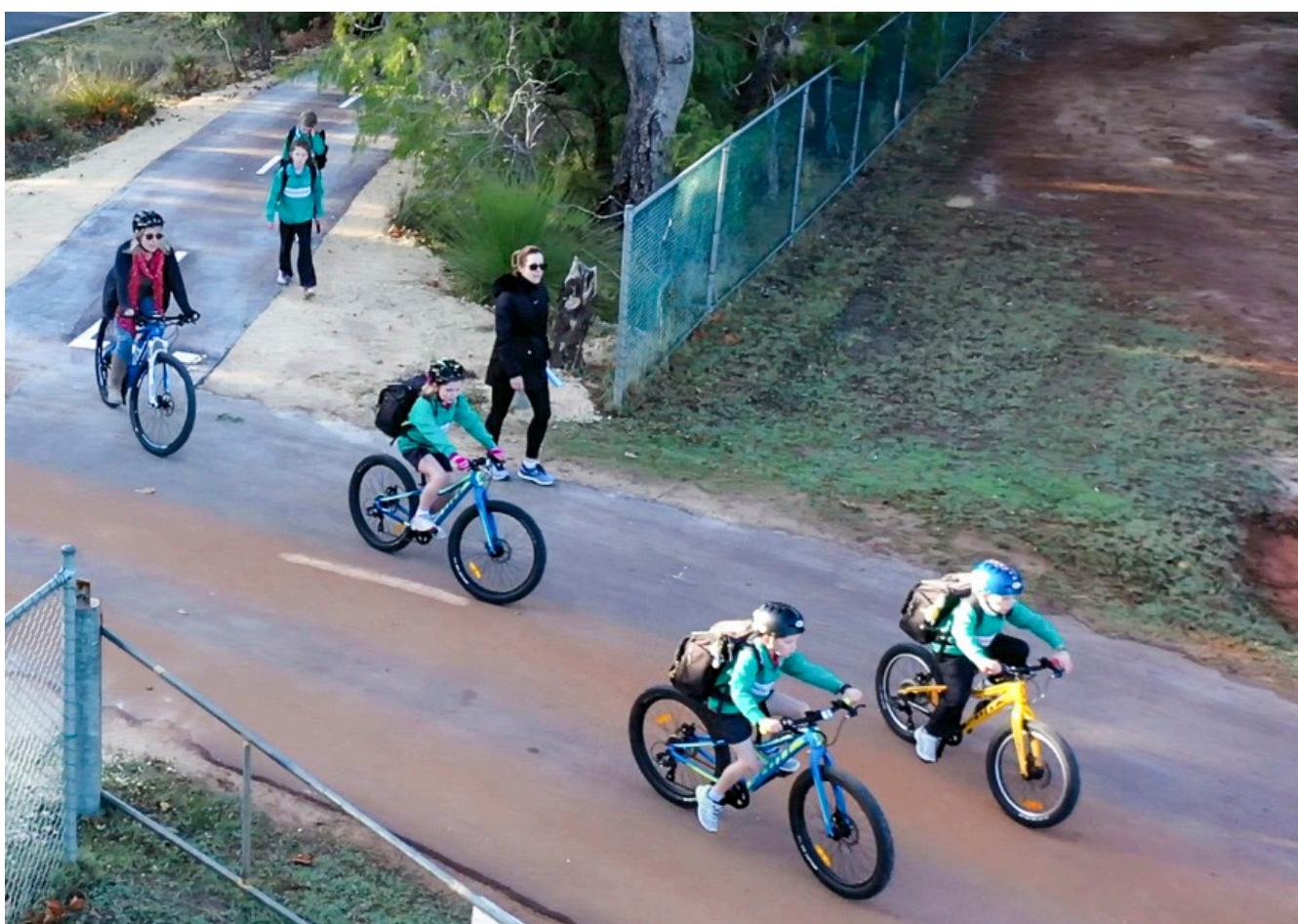


### RBN Applications received and awarded



<sup>1</sup>This is a correction on the 2017-18 report which indicated 43 EOIs had been received totaling \$4.5M0.





Above: Students from our Lady of the Cape Primary School ride to school safely on their new shared path.

Top: Families enjoy using the new Cape Naturaliste Shared Path to get to school.





Approaching the underpass at the start of the Surrey Road Safe Active Street.



## 6. Safe Active Streets Program

During 2018-19, DoT continued its Safe Active Streets Program, which aims to make cycling safer and easier in WA.

Safe active streets are cycle routes on quiet local streets, where speeds have been reduced to 30 km/h to help create a safer shared street space. They form an integral part of the wider bicycle network, connecting to higher order cycling facilities and linking community amenities such as schools, railway stations or shops. Safe active streets are a particularly useful way of providing cycle networks in established suburbs where there may not be space to build off-road shared paths, or where doing so may impact cycling safety (e.g. due to multiple driveway crossovers).

**There are now three completed safe active street projects in WA, in the local governments of Vincent, Belmont and Joondalup. The cities of Bayswater and Stirling have completed Stage 1 of their safe active streets.**

In 2018-19, the City of Vincent completed Stage 2 of the Shakespeare Street safe active street, whilst the City of Belmont completed construction of their Surrey Road project.

Design and consultation was also completed for three new safe active street projects in 2018-19, with construction scheduled to commence in 2019-20 of:

- Whitfield Street, Town of Bassendean;
- Links Road, City of Melville; and
- Elizabeth and Jenkins Streets, City of Nedlands.

Entering its fifth year, the program remains a key priority for the WA Government and continues to gain momentum with local governments across the State.

Design and consultation also commenced on projects in the Town of Cambridge, City of Canning and City of Cockburn in 2018-19, while the City of Vincent commenced design on their second safe active street project.

Other local governments have started concept and feasibility work, including multiple regional local governments such as Bunbury, Busselton and Geraldton.

Monitoring and evaluation of the Safe Active Streets Program is ongoing. The completed projects incorporate different design elements that will be evaluated to establish how different factors impact or influence the way in which the street is used. This information will be used to inform the future development of Safe Active Street Design Guidelines.

## 7. Perth Central Area Cycling Projects

Green bridges that cater to people walking and cycling are critical to improving connectivity and reducing active travel journey times. They make commuting by bike more attractive and provide more choices for recreational cycling trips.

In July 2018, the iconic Matagarup Bridge officially opened connecting Optus Stadium and the Burswood Peninsula to East Perth and the Perth CBD. The bridge provides year-round access for people walking and riding to the transformed Burswood peninsula and Optus Stadium.

### The Perth Greater CBD Transport Plan

The Perth Greater CBD Transport Plan will guide the transport future of Perth's city centre for the next decade, enhancing liveability, supporting new business opportunities and attracting visitors and new residents.

The Plan is being developed by DoT, in collaboration with the City of Perth and portfolio partners the Public Transport Authority (PTA) and Main Roads Western Australia (MRWA). It will include a four-year program of evidence-based initiatives and a 10-year vision for future transport investment in the Perth Greater CBD. This will include identifying the Long-Term Cycling Network for the Perth central area and prioritising which cycling projects will be delivered over the next 4-6 years.

Matagarup Bridge





## 8. Connecting Schools

The Connecting Schools Grants Program funds schools to improve bicycle access, install wayfinding, increase skills with bicycle education and provide bike parking. To qualify, schools need be signed up to the Your Move behaviour change program.

In 2018-19, improvements to the Connecting Schools grants process resulted in 12 schools completing projects, an increase on the four grant projects completed the previous year.

Congratulations to the successful 2018-19 grant recipients for encouraging more students to walk, ride and use public transport to get to school, via their Connecting Schools Grant.

School	Initiative funded
Albany Primary School	School wayfinding
Piara Waters Primary School	Scooter parking
John Calvin School (Albany)	Bike promotion pack
Warnbro Primary School	Bike parking
Coolbinia Primary School	Bike education
Lakelands Primary School	Repair station, signage, wayfinding, parking
Scooter parking	School wayfinding
Baldivis Secondary College	Repair stations and signage
Kyilla Primary School	Scooter parking
Westminster ESC	Bike education
Great Southern Grammar	Bike parking
St Augustine Primary School	School wayfinding

List of successful Connecting School grant recipients

The launch of the Connecting Schools Grants on the Your Move website in 2018-19 generated a lot of activity, including engagement with the Your Move web platform and increases in the number of behaviour change activities completed. This resulted in a significant increase in the number of schools completing hands up surveys, forming student teams, hosting Ride2School Days, improving facilities and starting walking school buses, amongst many other activities.

“Huge thank you to Your Move for our new scooter rack. It was installed yesterday and the kids are already loving it. We held a vote earlier in the year to see what the kids wanted. Scooter rack won! Can’t wait to use our points to get a few more racks. With 940 students who love to walk, ride and scooter to school, we will need them!”

- Kieran Moore, Piara Waters Primary School.



Baldivis Secondary College students using their new bike repair station

## 9. Connecting Stations

Connecting Stations continues to be a core initiative of the WABN program, as PTA in partnership with the DoT, MRWA and local governments strive to make it easier for public transport users to start and finish their journeys by bike.

With approximately 27 kilometres of new passenger rail and up to 18 new stations, METRONET is a catalyst to turn over 5,000 hectares of land around new stations to desirable places for investment in housing, jobs and services for growing communities.

PTA's Station Access Strategy approach will inform how METRONET projects can integrate with the community and what is needed to encourage people to connect to future stations by walking, cycling, bus, drop off and driving and parking.

Station Access Strategies have also been completed for the existing 71 stations across the network that have determined what future investment is needed. The Station Access Strategies recommend a package of measures to access to stations in line with PTA's own projections and the preferred hierarchy of modes being walking, cyclins, bus, drop off and finally parking.

During 2018-19, the following Connecting Stations projects were completed:

- Claremont train station, Lapsley Road
- Cottesloe train station, wayfinding
- Bassendean train station, wayfinding
- Beckenham train station, Lacey to William Street
- Warwick train station, Beach Road West
- Glendalough train station, Goody Place
- Greenwood train station, Hepburn Avenue West.

The PTA also continued their Bike Shelter Upgrade Program to meet the growing demand for bike parking facilities at train stations. The program includes building new shelters, extending existing shelters, and fit-out upgrades to install high-density bikes racks, allowing more bikes to safely fit into each shelter. Between January and August 2019 a further 350 secure bikes spaces were installed.

## 10. Cycling Counting and Monitoring

WA's cycle network is monitored using 52 permanent bicycle counters located primarily on PSPs and major shared paths in the Perth metropolitan area. In 2017, DoT also began installing counters along paths in larger regional towns.

During 2018-19, 38 were operational for at least nine months and provided an accurate, continuous count of cyclists at each of the counter locations. A summary of the 2018-19 data is provided in Part C of this document.

In 2018-19, DoT employed its first Evaluation Program Officer to develop and implement evaluation plans across our cycling infrastructure programs. By monitoring and evaluating our programs, DoT will be able to better determine the extent to which the WA Government's investment in cycling infrastructure meets intended design, time and budget requirements, realises the impacts that it sets out to achieve, and measure cost effectiveness. It also allows us to more accurately determine the economic benefits associated with cycling infrastructure provision which in turn supports future infrastructure investment.





Above: The Midland Railway PSP is attracting an increasing number of bike riders.

Top: Securing a bike at Bassendean station.

## 11. Journey Planner and Hazard Reporting Tool

In 2018-19, DoT was successful in securing funding from the Road Safety Commission (RSC) to create an easy to use Cycling Incident Reporting Facility (CIRF) tool. This directly relates to findings from the Office of the Auditor General's report into Safe and Viable Cycling in the Metropolitan Area from 2015.

In 2017-18, DoT researched the technical, practical and legislative aspects of the CIRF, laying the foundation for a user-centric design which will allow the community to easily report incidents.

During 2018-19, proof of concepts of the CIRF were developed and over the next two years, DoT will use the funding secured from the RSC to develop the CIRF tool and ultimately integrate the facility with the multi-modal Journey Planner that is currently provided on the Your Move website. This Journey Planner provides cycling routes for users to consider as alternative options for travel as well as public transport options and walking routes.

## 12. End-of-Trip Facilities

The WABN Plan recommends a study to identify opportunities and mechanisms for increasing the number of end-of-trip (EoT) facilities in the CBD to better enable employees to cycle to and from work. However, it is still unclear whether or not there is sufficient demand for a public EoT facility, particularly as more and more buildings are developed or refurbished within the CBD to provide their own high quality, albeit private, EoT facilities.

As such, in 2018-19 DoT commissioned a market research study to establish and identify the market demand for public EOT facilities in central Perth. The project includes the development of a forecasting tool which can be adjusted to suit a variety of scenarios.

The research, which is still underway, involved surveying people who worked in the Perth CBD but had no access to EoT facilities or access to low quality or overcrowded facilities. Respondents were asked about their preferences relating to price, walking distance to work and desired features for a public EOT facility, among other things. External factors, such as the impact that a fully connected and safe cycle network in the city would have on people's propensity to cycle to work in the city, were also considered.

DoT are continuing to advocate for facilities that support and encourage more people to ride to work, including working with developers and local governments to ensure the provision of adequate EoT facilities within new developments and refurbished buildings.





A rider on the PSP on the Burswood Peninsula.

# PART C

## COUNTING AND MONITORING DATA

With an additional four counters installed since 2018-18, Western Australia's cycle network is now monitored with 52 permanent bicycle counters located primarily on PSPs and other major shared paths, with 44 located in metropolitan Perth and 8 located in regional WA (Bunbury, Busselton, Geraldton and Karratha). The counter network has been installed progressively since mid-2008 as the cycle network has developed.

While the counters provide an accurate picture at the counter sites, there are numerous cycling routes that are not captured by the existing counter network. The new Evaluation Program Officer is investigating and collating data from additional sources to provide more comprehensive monitoring of the primary and secondary cycling networks.

### 2018-19 Perth Count Data Analysis

Cycling demand across the metropolitan network appears to be modestly increasing. Whilst construction works and associated PSP closures in 2018-19 have significantly impacted cycling numbers across the CBD cordon, overall network health continues to grow, especially as missing links are completed along key corridors.

Of the 32 sites for which data was available in both 2017-18 and 2018-19:

- 12 sites (38%) experienced growth of more than 5%;
- 12 sites (38%) experienced modest growth or declines of less than 5%; and
- eight sites (25%) experienced a decrease in demand greater than 5%.

Figure 1 reveals that two of the major decreases were experienced at Narrows Bridge West and Mount Henry Bridge. It is important to note that

both of these sites were significantly impacted by construction work along the Kwinana Freeway corridor resulting in significant detours and requiring people to ride on-road instead of the PSP. These disruptions started in February 2019, hence affected the last five months of the financial year.

The most significant growth, in absolute terms, was experienced at the Perth-Midland Railway Line PSP counter at Beaufort Street and the Riverside Drive RSP counter under the Causeway Bridge.

The Midland Railway PSP has recently had a number of missing links completed and this is attracting more riders. The recently completed Tonkin Highway PSP is also experiencing strong growth.

The 5% decline in trips towards the CBD, as depicted in Figure 2, can also be attributed in part to the significant decline in cycling demand from the south due to the temporary path closures along the Kwinana Freeway PSP.

### 2018-19 Regional Count Data Analysis

There has been modest declines in demand at the two counters in Geraldton; modest increases at the two sites in Bunbury; and a significant decline at the one operational site in Karratha. The absolute demand at these sites is generally low, such that these changes are generally small in absolute terms. The limited number of regional counters make it difficult to ascertain trend data for the regions however DoT is gradually expanding the counter network across regional WA, including a new counter that has recently been installed in Busselton.



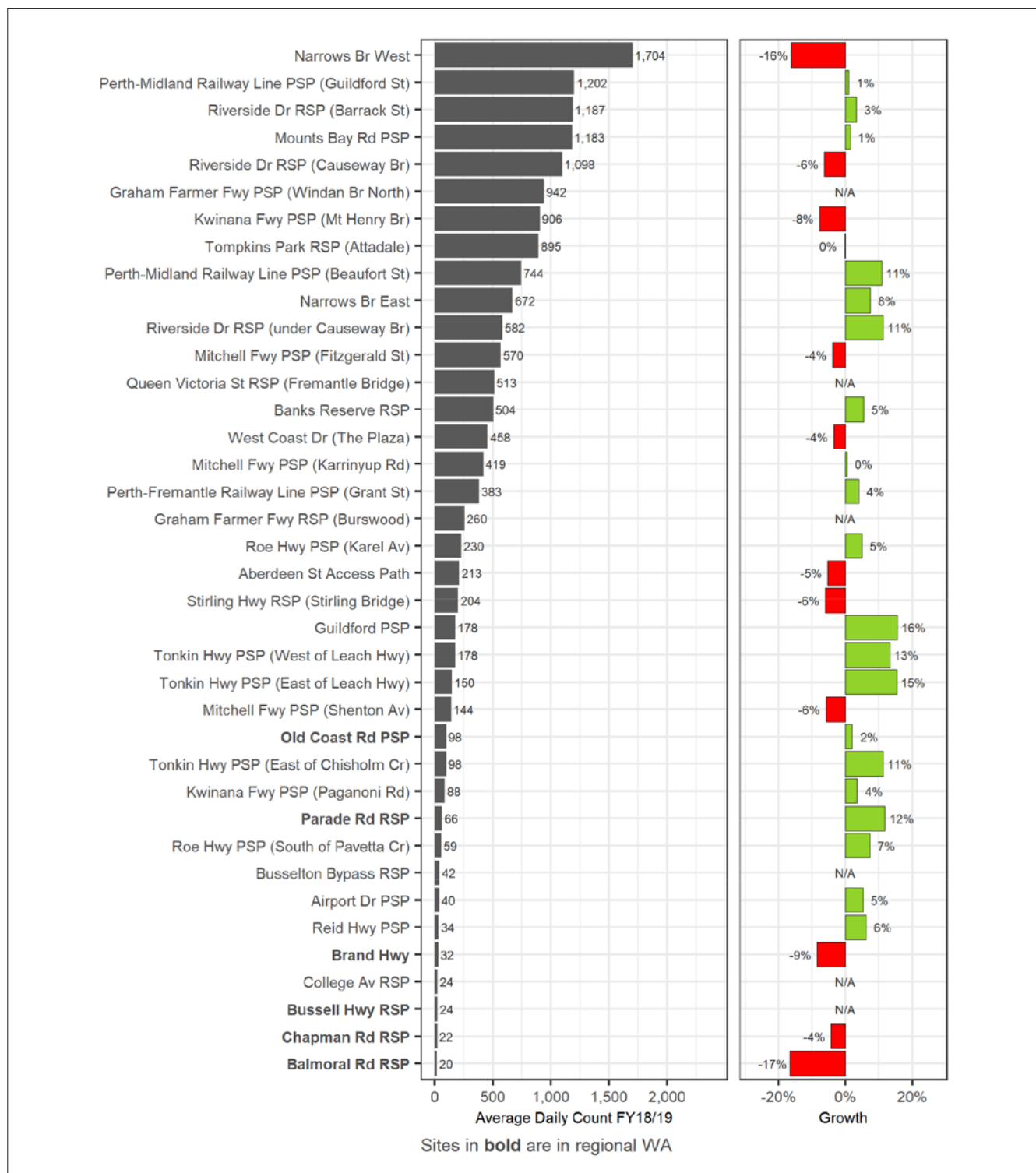


Figure 1: Average annual daily traffic and growth (2017-18 to 2018-19)

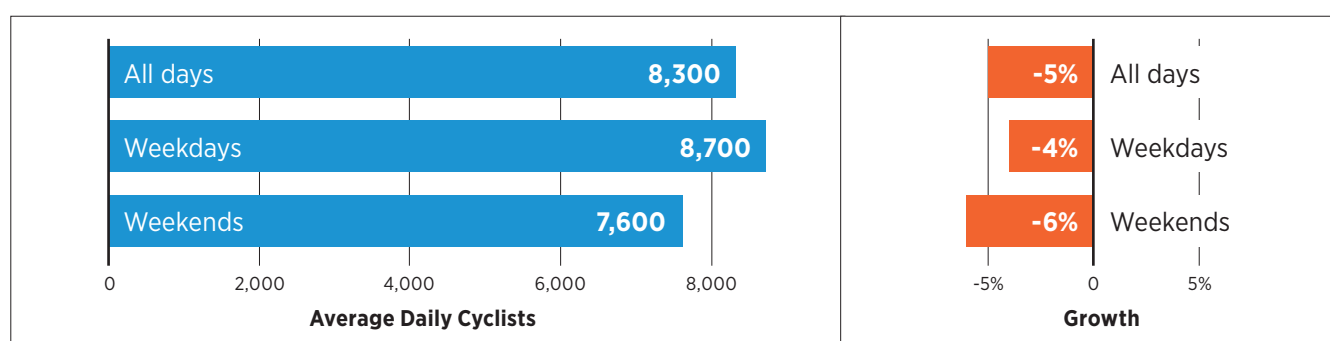


Figure 2: Average daily cyclists across the Perth CBD cordon in 2018/19. Growth compared to 2017/18.

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